tering and to limit debate passed

six to three, Senators Gronna,

MAY ACT SOON

Indications continue to accu-

mulate that the President is like-

ly to act soon in the critical situ-

ation caused by Germany's announcement of "ruthless" subma-

Although the President is kept

to his bed by a severe cold he is

said to be still considering the

subject. In administration quar-

ters it is believed certain that he

will act this week, although he

may wait until the senate has had

(Associated Press By Federal Wireless)

the British commission appointed last

The report says that Lord Kitchener,

loa government school. He remained

About a year ago, young Kula who

as auxious to do something after

July to investigate this campaign.

in the negative.

rules.

Decision Reached After Lengthy Conference With Members of Harbor Commission

COMMITTEE WILL GO TO HILO TO SIFT CHARGES

Speakers At Hearing Declare **Allegations Against Structure** Are Result of Prejudice

The black eye which Representative Bernard Kelekolio of Hilo declares, in a house resolution, has been given to Kuhio wharf, Hilo, by some of the steamship companies was the cause of a grave consultation yesterday afternoon by legislative surgeons and physicians The subject was seriously considered, in the absence, however, of the patient, and was decided to be of such gravity as to demand a personnl inspection.

As a result, the committee on public

lands and internal improvements of the house, which was holding the consulta-tion, decided to go to Hilo on the Mauna Kea tomorrow morning to make a full and careful investigation and in-

The house committee had with it Charles R. Forbes, chairman of the har bor commission, and his fellow commis-sioners, McCarthy, McClellan, Wake-field and Church. Lorrin A. Thurston, president of the Hawaii Consolidated Railway Company, was also present and was asked to address the committee, which he did at length.
What Committee Wants

As outlined by Chairman Norman K. Lyman, what the committee wanted to find out was whether or not Kuhio find out was whether or not Kuhio he said, "certainly know conditions what't has, as Kelekolio stated in his and have reason for not going along-resolution, been given a "black eye" side the wharf. Before large vessels by the refusal of some of the steamship companies to use the wharf; also, must be dredged out on both the whether or not there was good reason mauka and makai sides." for such refusal, and whether legislature would be justified in further large expenditures for Kuhio wharf and wharves at Hilo projected by

the commission, It took but a cursory examination for the board to determine that Kuhio wharf has indeed been given a black eye by some of the steamship companies. The companies themselves supplied the evidence in communications ddressed to the committee in reply to letters written by it asking them why they refused to use the wharf.

But when the other side put on its testimony it became apparent that the eye was intentionally administered by the steamship companies, and that there was no good reason for such treatment of the entrance to the Big

Lyman read a letter from J. A. Kennedy, president of the Inter-Island company, severely criticizing the wharf and urging that radical and important changes and additions be made to it for the benefit of the Inter-Island.

Calls Wharf Dangerous
In his letter Kennedy stated that Kuhio wharf is dangerous for vessels moored alongside, and stated that fre-quently their lines have been broken by the surging and ranging of the vessels. He also said that the wharf shed sould be extended and wanted various other changes and alterations in the wharf.

This letter aroused the ire of Commissioner Wakefield, who flatly and unequivocally contradicted Kennedy's statements. Kennedy had said that the freight gangplanks of Inter-Island steamers at the wharf had been broken by the movements of the vessels due to the currents and the surging of the ves-Wakefield declared that the leaving them out over night.

Regarding currents at the wharf,

Wakefield said that it is true there are heavy currents there sometimes during stormy weather, but that ninety-five days out of one hundred boats lie motionless at the wharf. He suggested to the committee that if it would secure a sufficient appropriation from the legis-lature for the harbor board, the latter could have all the hard material from the bottom in front of the wharf removed, thereby rendering its entire

The Inter-Island wants to be carried around in a baby carriage with soft blankets," added Wakefield.

Chairman Lyman read a letter from John H. Drew, manager of the shipping department of the Matson Steamship Company, relative to the Great North-ern not using the wharf. Drew wrote that Captain Ahman, master of Great Northern, does not consider his vessel safe at Kuhio wharf. President Gilman of the Great Northern Pacific Steamship Company, he said, is anxious to get the Great Northern to go to the wharf if it is possible, but Captain Ah-man refused to take the vessel there. If the committee desired, he would have Captain Ahman appear before it March 12 and give his reasons for refusing to go alongside Kuhio wharf. Commissioner C. J. McCarthy made

"The harbor board," he said, "does not know definitely why the large boats do not use Kuhio wharf. But the lighterage system at Hilo is owned personally by Captain Matson, and if the big boats were to use the wharf,

he would lose the money that is now paid for lighterage." McCarthy said that the use of the wharf would greatly benefit the pas-sengers to Hilo, and added that in his

ARE MADE PUBLIC AT LAST MERCHANTMEN

evidence before the public utilities com- to secure the information, to which At-

The company's coal plant made profit of \$24,748.03 on its own steamers in three years, according to the evi-dence, gaining \$7312.42 in 1916, \$8733.71 in 1915 and \$8701.90 in 1914.

Admission of the figures as evidence or the questioning of Norman E. Gedge, vice president, or M. M. Graham, secre tary, on these figures was ever the constant objection of L. J. Warren, attorney for the company. The tabulations submitted yesterday were in response to a subpoena served on the company some time ago.

The subpoena set forth three sets of questions which were to settle once and for all just what profit, if any, the company made by the sale of coal, merchandise and drydock facilities to its own steamers. But with all the ques-tions answered on the subject of coal, tions answered on the subject of deeper into the intricate accounts of the utility and non-public utility departments of the corporation.

On the question of merchandise sales or drydock charges to the steamers that might have any bearing on alleged profit off the steamers, there were several answers supplied, but none to the specific questions of profit. The com-

pany officials. At the outset of the examination At-

would be injured if large boats used the wharf.

Porbes Defends Companies Forbes defended the steamship companies which refuse to use the wharf. "The masters of vessels,"

Forbes added that the wharf was Porbes added that the wharf was never built properly in the first place. "It has not sufficient piles under it," he said. "I would recommend action by the legislature to make funds available to dredge both sides of the channel. I think that would remove any objectionable features of the wharf. Captain Matson has told me that he would use the wharf if he could take his yeassle in head-on without their his vessels in head-on without their having to turn in the channel. The in the location when the board decided having to turn in the channel. The in the location when the board decided new wharf and the dredging provided to built the wharf was placed there on for in the budget of the harbor board cated. The wharf was placed there on will remove many of the objections to the best advice that could be obtain-

the use of the wharf by big vessels." ed and nobody can be blamed. Forbes estimated that it would be "There is no question," nel and 125,000 yards on the makai ditional wharfage room to take care of side. He added that he would recomits present and future commerce, Even mend that the bulkhead wall be built with the vessels that call there now,

Approved of Plans
Wakefield made another statement which he said that when Kuhio wharf was first projected, plans for it were submitted to Captain Matson and to all the other ship owners and captains and they all approved the loca-tion and said they could take their boats in and but without any trouble.

"The real remedy for conditions ow," said Wakefield, "is the compleconditions tion of the breakwater. On account of its extension conditions have already improved fifty per cent within the last year and a half. When it is completed, the surging of the beats will be eliminated." Wakefield added sels. Wakefield declared that the gangplanks were broken through the negligence of the steamship company in leaving them out over night.

Regarding currents at the wharf.

the instructions of the and breast off ten feet.

Gommissioner Church made a short which he endorsed in which he endorsed Commissioner Church made a short statement in which he endorsed Forbes' statement. While it is perfectly safe for vessels at the wharf most of the time; he said, there is some danger some of the time. He thought the steamship companies were somewhat justified in their refusal to use the wharf.

Lyman stated that what the commit tee was most interested in was whether or not it would be justified in recom position being indicated by flags promending the expenditure of further jecting above the surface. These exmending the expenditure of further large sums on Kuhlo wharf and the construction of new wharves.

Corroborates Wakefield Lyman called on Lorrin A. Thurston

for a statement. "I have nothing to say," said Mr. Thurston, "in regard to steamers not using Kuhio wharf. But I want to corative to the investigations that were made before the wharf was built. In the first place it was agreed by every body that the position for the wharf would be at right angles to the location of the present Kuhio wharf, and a franchise was applied for by the rail-road company to construct a wharf at that location. Borings entirely around Kuhio Bay were made and it was found that the deep water had a mud bottom. We went down to eighteen feet and found no bottom. Engineer Rowell, who made the investigations, reported that it would be impracticable finan-cially to build a wharf there, because

there was no telling how far down the piles would have to go.
"So the railroad company applied to the federal government to amend the franchise so we could put the wharf where it now is. A public meeting was held in Hilo and everybody interested

The long-sought figures showing the profit made by the coal department of the Inter-Island Steam Navigation public the figures, atting that they had no bearing on the cost of operating the company's own steamers were made public yesterday when they were admitted as held that the commission had the right torney Warren replied;

"It is irrelevant whether or not there was any profit made on the sale bill would give the President the of coal to the steamers, or what the amount of profit is, provided that the commission knows what charges have been made to the steamers.

"The company's coal plant and the capital invested in that plant are not tinet, independent, non-utility business in their coal plant, and they have the legitimate right to run that business

separate from the steamship business."
His objection was overruled, as were
the rest of the formal objections entered against all questions on this subject. Attorney Warren noted exceptions in each case, indicating an intent Commissioner Carden yesterday was to appeal to a higher tribuna) than the not satisfied, and gave the company a commission in case of an adverse decinew set of questions to answer, delving sion. to appeal to a higher tribunal than the

Further information asked for by the senate by a vote of seventy-Commissioner Carden deals with the expenses of the coal department and how were figured to arrive at the profits shown. The case will be resumed

next Thursday. Dr. Victor A. Norgaard, territorial veterinarian, testified as a witness for the Inter-Island that the cause of cattle dying on steamers was in many pany maintains that it is impossible to agree and in many segregate individual sales so that this data can be supplied.

Both Mr. Gedge and Mr. Graham were present yesterday to explain the figures, and Judge Watson, commission attorney, assisted Commissioners Gignoux and Carden in examining the company officials. Doctor Norgaard, as an ex- rine warfare. hardships such as being shipped on

> for a change from the present location. We had agreed that the government should at any time have the right to take over the wharf by paying the railroad company a certain amount. The Territory exercised its option and took over the franchise, together with all our maps, plans and drawings, paying us

"Later on the harbor board called a public meeting to consider the matter of the proposed wharf, and the Inter-Island company objected to the control of the proposed was and the Inter-Island company objected to the control of the c proposed a substitute plan, drawn by Engineer Southworth, According to this plan the wharf would start at the base of the present wharf and run diagonally into deep water. The trouble was that it ran into water that was too deep, as Mr. Rowell had already shown. So the Inter-Island tacitly acquiesced in the location when the board decided

necessary to dredge out 56,000 cubic ton added in response to an inquiry yards on the mauka side of the chan-from Lyman, "but that Hilo needs adas far makai as possible in order to the wharf is full nearly all the time. accepted them as final. The despatch cut down the amount of dredging that It is morally certain that some time or of the troops to the East delayed for would be necessary. From the pro-posed bulkhead wall the board intend. But the length of wharf is not going ed, if the money were forthcoming, to be able to take care of the busi-construct a series of concrete wharves. ness. More wharves are going to be ness. More wharves are going to be cated to Winston Churchill, then first Hochi's editorial. The Japanese paper needed, and it is not too soon for this ford of the British admiralty. It points savs:

legislature to begin the work. "I am very strengtly in favor of the gislature providing for an investiga.

The commission reports ion, if for nothing more,"

Denies Talk of Danger The speaker denied flatly that there is any danger from currents at Kuhio wharf, and even that there are any "All the talk of curcurrents there. ents past Kuhio wharf is entirely unfounded," he said. "There are no curduring the accord heaviest storm ever experienced at Hilo, and I made experiments by throwing driftwood in the water to ascertain if there were any currents. There was no motion of the driftwood, even at that time. The surging of vessels at the wharf is by the rise and fall of the

I caused

waves. " Mr. Thurston suggested that the committee might easily get the benefit of experiments recently conducted by the engineering department of the United States Army. He said he understood that the engineers carried on a series of experiments by turning loose in the water off Kuhio harbor floats designed to float at varying depths ten, twenty, periments ran over a period of a month or six weeks. "I was informed," said Mr. Thurston, "that they developed

practically no currents. "I am strongly of the opinion that the extension of the breakwater will roborate Mr. Wakefield's statement rel- affected the situation. The lines that

sengers to Hilo, and added that in his out in 1110 and everybody interested formion large vessels would be absorbed had his say in regard to the matter. Indice will wear off with time." He lutely safe at the wharf at nearly all times. "There seems to be a projudice and recommendations of the skip owners were secured. I personal dice against the wharf," he declared, ly called on Captain Matson. No sugard to the matter. Indice will wear off with time." He section in Hawaii, will give a lecture to added that he thought it would be a good idea for the committee to go to dice against the wharf," he declared, ly called on Captain Matson. No sugard to the matter. Indice will wear off with time." He local Japanese this evening at eight of clock in the Nunanu Japanese Church. Hillo and look over not only the wharf that he local Japanese this evening at eight of clock in the Nunanu Japanese Church. Hillo and look over not only the wharf that he local Japanese this evening at eight of clock in the Nunanu Japanese Church. The lecture will be interpreted by Rev. To Fukao.

Gains of Mineral Products and stronger term and still remain Honolulu Oil Feature within the rules of the senate." Unlisted Market Senator Sherman of Illinois declared there is no doubt in his

mind that the armed neutrality Marked activity and strength were evident in the trading on the local right to arm munition ships and furnish a warship convoy. eral Products shared interest and "When we do that," he warned, we are in a de facto war without. Honolulu Oil. the formality and of a clash of

Listed shares sold totalled 1832, of which 611 changed hands at the session. Olan led with the sale of 1152 shares Senator Martins said that he advancing a half to 15 3-8. Wainlus expected to hold the senate in advanced a half on between boards continuous session until the sales but dropped back a quarter at the continuous session until the session to 31. Hawaiian Commercial amendment to the rules to pre- showed the same tendency advancing a dollar to 50 between boards but closing vent filibustering should pass. at the session at 491/2. Pioneer was When the debate closed, the even on heavy trading but lost a quaramendment to the rules committer to 38 at the close. Ewa gained an eighth to 32%. Oahu advanced a quartee giving two-thirds of the members the power to prevent filibus-

ter to 2914.
Mineral Products repeated its performance of the last two days in souring skyward. Prices recorded yester-day were 87 cents, 89, 90, 81, 92 and cents with the stock reported in La Follette and Sherman voted continued demand on the street yesterday. Montana Bingham started a simfar movement yesterday advancing to 41 cents and gaining further strength in the afternoon.

Honolulu Oil made another sudden jump yesterday in sympathy with advancing San Francisco quotations, going from 2.90 to 3.35. Engels was without change at 7.00. Mountain King deelined two cents to 30 cents.

an opportunity to revise the Feel Proposal To Import Laborers From Republic Is Unfair

To Nippon

If congress agrees to permit a limit-ed number of Chinese laborers to come to Hawaii, it is virtually certain to cause international complications in the way of a demand on the part of Japan that she, too, be allowed to send her subjects to the Islands. And it will probably mean the cancellation of the so-called "Gentlemen's agree ment" under the terms of which Japan LONDON, March & Reviving discusrefuses to allow laborers to emigrate ion of the now-famous Dardanelles exto the United States. At least, such pedition conducted by the Allies, which is the intimation conveyed in an ediended in costly failure, a report was torial appearing yesterday in the Hamade public today from a majority of

waii Hochi. And as a matter of fact, it is just the fear of such complications that is restraining certain members of the minister of war, favored the project asking congress to let down the bars and that when he gave a declaration

However, we are not much worried there until the fall of 1912, when he entered the Honolulu School for Boys.
Two years later, he entered Punahou and was a member of the class of 1916. He was also a member of the Punahou Glee Club and football team.
About a year ago, young Kula who tion in the matter."



MARINE INTELLIGENCE By Merchants' Exchange

Malls are due from the following points and Pago Pago-By Sc By Stherin Maru. March 18. San Francisco—By Great Northern, Mar. 18.

Mails will depart for the following points rollows:

Yokohamn—By Persia Maru, March 12.

San Francisco—By Matsonia, today, 10 a. San Francisco—By Matsonia, today, 10 a. m.

Rydney—By Ventara, March 19.
Yekolama—Arrived, Mar 5, str. Ecuador hence, Feb 20.
Los Angeles—Salled, Mar 6, 5:00 p. m., str. Great Northern, Honolulu, San Francisco—Salled, Mar 7, 12:20 p. m., str. Wilhelmina, Honolulu, San Francisco—Arrived, Mar. 7, Bk. George Curtis, hence Feb 17.
San Francisco—Safled, Mar. 8, 1:40 p. m., str. Persia Mara for Honolulu, 1 rokolama—Arrived, Mar. 7, str. Nippon Mara hence Feb 27.
Port Angeles—Sailed, Mar. 8, schr. A. F. Coats, Hilo.

Port Townsend—Arrived, Mar. 7, schr. Haw. Con. Ry. com. Proc. 1 ft. Schr. Electric Co. 15.

Coats Hilo.

Port Townsend—Arrived Mar. 7. schr. Stimser, hence Veb. 18

Gray's Harbor—Arrived Mar. 7. schr. Lify hence Mar. 8.

Scattle Mar. 7. U. S. A. T. Dix, Seattle to Honolulu, returning to port with steering gear accident (private advices).

Haw. Con. Ry. com. 21, 1671/2.

Hawn. Electric Co. 1671/2.

Hawn. Pineapple Co. 411/4.

Hon. Brew. & Malt. 171/2.

Hon, R. T. & L. Co. 143.

L. L. S. Nav. Co. 195

PORT OF HONOLULB.

ARRIVED

March 6, 1917.
Hamakus from Hamakus, 4:50 a. m
Matum Kea from Hilo, 8:25 a. m.
Lurline from San Francisco, 1. p. n
Buenaventura from New York,

Str. Maul from Kausi, a m. March 8, 1917 Ship Falls of Clyde from San Francisco. 1330 p. m. th. Claudine from Mattl. a.' m. Thomas from Mantla and Naga-

DEPARTED

Str. Kinau for Kaual, 5 p. m. Str. Likelike for Maui and Molokal. at. Str. Mauna Lon for Kona and Kau ports Ume Mare for Tsing Tau, a. m. Kotohira Maru for Yokohama, p. V. James Makee for Kallun, Ko Hamakua for Hamakua, 5 p. m. Nihau for Kauni, 5 p. m. Buenaventura for Manila, 3 p. m. Matsonia for San Francisco, 10 a. m. Maumi Ken for Hilo, 10 a. m. Lurline for Kahului, 7 p. m. Maut for Kauni, 5 p. m.

PASSENGERS ARRIVED

restraining certain members of the legislature from introducing a petition asking congress to let down the bars to the extent of allowing 25,000 or 30,000 Chinese laborers come to Hawaii to work on the plantations.

The publication of a letter written recently by Congresaman Burnette, chairman of the immigration committee of the house of representatives of the straining of the letter written and Mrs. C. Soule, Dick Sullivan, Mr. and Mrs. C. J. Wuebler. By str. Manual Sanktavan Anderson, Mar. 6.—F. B. Abbott. Charles Brenham. W. C. Gowell, Mr. and Mrs. C. Game, Mr. and Mrs. C. Game, Mr. and Mrs. C. Game, Mr. and Mrs. C. J. Wuebler. By str. Manual Sanktavan Anderson, Mar. 6.—F. B. Abbott. Charles Brenham. W. C. Gowell, Mr. and Mrs. C. Game, Mr. and Mrs. C. Game, Mr. and Mrs. C. Game, Mr. and Mrs. C. J. Wuebler. By str. Manual Mrs. C. J. Wuebler. By str. Manual Mrs. C. C. J. Wuebler. By str. Manual Mrs. C. C. Wuebler. By str. Manual Mrs. C. C. Wuebler. By str. Larine from San Francisco, Mar. 6.—F. B. Abbott. Charles Brenham. W. C. Bohrmahn. J. A. Blackdar, B. B. Farwell, J. P. Foster, M. S. Game, Mr. and Mrs. C. E. Guest, Miss C. Guest, H. W. Harriugton, T. C. Hart. Commander Arthur Cremshaw, Miss Pearl Howard, Ben Goston, Mrs. C. E. Guest, Miss C. C. Guest, H. W. Harriugton, T. C. Hart. Commander Arthur Cremshaw, Miss Pearl Howard, Ben Goston, Mrs. C. E. Guest, Miss C. C. Guest, Miss C. Guest, Miss C. C. Guest, Miss C. C. Guest, Miss C. Guest, Miss C. C. Guest, Miss C. Gu

The publication of a letter written recently by Congressman Burnette, this was the result of the fact that Kitchener's decision was not common acted to Winston Churchill, then first Sid of the British admiralty. It points out that the project was undertaken at the initiative of Churchill.

The commission reports that the inval advisors of the government preferred a joint military and maval at tack instead of an attack by the fact alone and declares that these views should be held by the war council, which was not justified in reaching a decision without fuller investigation.

Churchill—

ROBERT KULA

ROBERT KULA**

ROBERT KULA**

ROBERT KULA*

PASSENGERS DEPARTED

Johnson, J. Paria, Keopnolani, By str. Matsonia for San Francisco, Mar. 7 - Robert Allerton, Mr. and Mrs. A. F. Abrens and child, Miss R. Anhrey, Miss L. Arnold, Miss C. Ames, John Ashley, Mr. and Mrs. J. W. Abbott, Miss C. Ash-ley, Mrs. G. Abbatt, Wm. Bateman, Miss-

HONOLULU STOCK EXCHANG

Honolulu, March 8, 1917. Mercantile Alexander & Baldwin 290 C. Brewer & Co. . . . 460 460 Ewa Plantation Co., 32% 32% 32% Haiku Sugar Co..... 245 Hawn, Agr. Co. 49 Hawn. Com 'l Sugar . . 49% 49% 50 Hawn. Sugar Co..... Honokan Sugar Co... Honomu Sugar Co ... Hutchinson Sugar . . Kahuku Plant'n Co... Kekaha Sugar Co ... 215 |210 Kolon Sugar Co McBryde Sugar Co ... 1036 Onhu Sugar Co. 29 1476 29 29 29¼ 14¾ 15% 15¼ 58½ 53¼ 54 Olan Sugar Co..... Onomea Sugar Co 16 19 Panuhan Sugar Co... Pacific Sugar Mill. 1914 Pain Plantation Co. Pepeekeo Sugar Co. Pioneer Mill Co... San Carles Mill Co. 151/2 Watalua Agr. Co. 30% 30 Haiku F. & P., pfd. . 19 Haiku F. & P., com . 19 I. I. S. Nav. Co. . . . Mutual Tel. Co. 1 2136 O. R. & L. Co. 16214 Pahang Rubber Co. . . . 2014 Selama-Dindings, pd. 14 Same (63% pd.)... Tanjong Olak Rub ... 4014 Beach Walk Imp. 51 102 Haw, Irr. Co. 6s ... Haw. Ter. 4s ref. 1905 Haw, Ter. 4s pub imp 100 Haw. Ter, pub. imp. 48 (series 1912-13) 101 Haw. Ttr'l 316s 9816 Honokan Sugar 6s ... 95 Hon, Gas Co, 5s H. R. T. & L. Co. 6s. 102 Kauni Ry. Co. 6s. . . 101 | 100 | Manoa Imp. Dist. 514 | 101 | 100 McBryde Sugar 5s. . 100 1/4]. Mutual Tel. 5s. 100 11 O. R. & L. Co. 5a ... 106 Oshu Sugar Co. 6s. .. 1110 |110

San Carlos Mill 6s ... 105 100 Between Boards

.....

Pac. Sugar Mill 6s 110015 100

Oha, 111, 600, 15.25; Pioneer, 25, 10, 5, 40, 38.25; Oahu, 120, 65, 29.00; H. C. 8. Co., 20, 75, 50.00; Onomea, 100, Session Sales

Olas, 10, 10, 10, 5, 5, 100, 50, 50, 50, 50, 50, 51, 15,3712; Pioneer, 20, 38,25; 20, 38.00; Wainlus, 40, 31:00; H. C. & S. Co., 10, 49.25; Oahu, 15, 15, 10, 5, 5, 5, 29.25; Ewa, 5, 32.50; Waialua, 10, 31.00

Sugar Quotations 88° analysis beets (no advices).

Parity-96° Cent. (for Haw. sugars) ... 5.205 Rubber Quotations March 3, 1917

UNLISTED SECURITIES

Honolulu, March 8, 1917.

STOCK Hon. Con. Oil. 3.40 3,60 2,95 Mining Cal. Haw. D. 7.00 7,00 .87 .32 .04 .40 .26 .07 .32 .09 .42 .20 .30 .05 .41 Mt. King Madern Gold . . .

Mineral Products, 1550, 87c; 2300, 89e; 2600, 90e; 2000, 91e; 500, 92e; 3700, 95e; Montana Bingham, 3350, 40c; 2700, 40c; Mountain King, 950, 30c; Engels Copper, 290, 7.00; Hono-lulu Oil, 56, 3.25; 50, 3.35.

About a year ago, young and a war arrongly of the opinion that was nations to do something after the distantion. The lines that the first water will affected the situation. The lines that the first water and the projected property of the projected projected property of the projected project projected property of the projected projected property of the projected property of the projected property of the projected project projected projected projected property of the projected pr